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CENTRAL INTELLIGENCE AGENCY

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1. The Klin airfield ($38^{\circ}43' \text{ E} / 56^{\circ}20' \text{ N}$), Moscow Oblast, is 500 to 800 meters northeast of the road to Leningrad and 2 km northwest of the Malamino suburb. It borders on a woods to the north and west. Hangars, a radio station, and a fuel dump were on the northwestern border of the airfield, and the quartering buildings for the cadre personnel were farther in the woods. The soldiers being trained in Klin were quartered in winterized tents on the airfield border.
2. The airfield was occupied by:
 - a. About 20 twin-engine transports and 10 four-engine planes.

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- b. Three hundred men who, according to Soviets, were stationed for a six-to eight-week training at the airfield.
3. Five to six parachute jumps by 50 to 60 men each were made from an altitude of about 1,000 meters on four days of the week. Equipment, small vehicles, light guns, and small arms were also dropped so accurately that they landed close by the parachutists.
4. For night maneuvers the field was lighted by a mobile search-light battery.
5. The about 4 km square airfield is 2 km east of the road to Leningrad and 3 km north of Klin (38° 43' E/56° 20' N), Moscow Oblast.
6. For hangars and installations, see Annex.
7. Occupation and flying:
- a. No specific air unit was recognized. Normally there were flights with U-2s, twin- and multi-engine aircraft.
- b. On occasion of Moscow air shows, the assembly of formations of all kinds (single-engine fighters, and both twin- and four-engine planes) was witnessed.
- c. Occasional parachute jumps from twin-engine planes, 11 men jumping from each, were also seen.
- d. The dropping of a small passenger car or a gun from a twin-engine plane was twice seen in the summer of 1949. The load suspended from the fuselage was dropped by eight parachutes, only half of which, however, opened.
- e. Training flights of jet aircraft with swept-back wings which also took off at night were twice seen in the summer of 1949.
8. Fuel was delivered to the airfield in U3 tank trucks which, according to their lettering, had a capacity of 10,000 liters.
9. About 20 twin-engine aircraft were constantly seen at the airfield north of Klin. (In-line engine, single rudder assembly, nose wheel, landing gear presumably retracting outward, cabin windows, full-view cockpit.) This type plane was reproduced in the camp newspaper with the type designation "IL-12 transport".
10. About 90 twin-engine aircraft with cargo gliders were stationed at the field between May and September 1949. (In-line engine, trapezoidal wings, double rudder assembly, full-view cockpit, landing gear retracting outward, tail wheel extended during flights.) According to fellow-PWs, the aircraft looked like po-215s but seemed to be heavier.

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11. Besides the maneuvers carried out with cargo gliders, jeeps and guns suspended from the aircraft fuselage were dropped by three parachutes.

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[REDACTED] comment:

a. The report confirms and supplements the statements made by other sources. The dropping, in Klin, of parachute equipment from four-engine transports is confirmed. It is, however, not clear what induced (see para 7 d) the statement that the load was dropped by means of eight parachutes if the opening of only four parachutes was noticed.

b. It is assumed that, besides the tactical testing of weapons as used by parachute and airborne units, combat training of mixed parachute and airborne units is also done at the Klin airfield.

1 annex: Location sketch of the Klin Airfield.

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